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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.  
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10.30 a.m. to 12.00 a.m. ... Every 10 minutes.  
11.45 a.m. to 12.00 Noon ... Every 15 minutes.  
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No communications signed communications that have already appeared in other papers will be inserted.  
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**The Daily Press.**  
HONGKONG, AUGUST 28th, 1908.

THE news from Canton during the past few days plainly shows that the relaxation of the boycott of Japanese goods is yet contemplated by the Cantonese Guilds. Evidently a very close system of espionage is maintained to ensure the strict observance of the orders of the guilds in the matter. When a member of a guild is proved to have dealt in Japanese goods he is apparently mulcted in heavy penalties. It may be accepted as evidence of the power exercised by these guilds that we hear of no open defiance of their orders in the matter, and of extremely few cases of clandestine dealings in the banned articles of trade; nor do we hear of offenders who have been mulcted refusing to pay the penalties the guild inflicts for "unpatriotic behaviour." No doubt the ostracism which a refusal would entail would prove far more expensive. It is curious to note, however, that while the guilds are re-affirming their intention to ensure a strict enforcement of the boycott, the Viceroy of Canton is pleased to accept from the Government of Japan not only a monetary contribution but a large consignment of goods of Japanese manufacture towards the relief of the sufferers by flood in the riverine districts of the province of Kwangtung. The continuance of the boycott for so many months has undoubtedly been a severe blow to Japanese trade and commerce. Its effect on Japanese shipping has been especially marked, and most of the Japanese steamship companies engaged in the China coast and river trade have been obliged to go in for drastic economies. How long is this state of affairs to be

permitted to continue? For the Government of Japan to make strong representations to Peking on the subject would doubtless serve only to make matters worse. She has wisely been adopting a conciliatory policy, but if there is any indication of improvement in the situation it cannot be very substantial. There is no present intention on the part of the guilds to allow the boycott to "fizzle out," and so far as the attitude of the officials goes, no consuming desire has been manifested to end the tension and restore friendly trade relations between the two peoples. There is only too much reason to fear indeed that the boycott movement has the Viceroy's entire sympathy, and that nothing is likely to be done either by moral suasion or by force to break the tyranny which the guilds exercise in restraint of trade. The Chinese Government, at the present time appears to be exerting itself to suppress various political organisations which have proved themselves to be embarrassing to the local governing authorities, and the Government might well take into consideration the dangerous tendency of the trade guilds to enter the sphere of political action. What is the difference, so far as Japan is concerned, between the present situation and that of half a century ago when restraint of trade was deemed by Foreign Powers sufficient excuse for war? It would be idle to plead that to-day it is not the Government who are enforcing restrictive measures, but the merchants themselves. The Government cannot entirely free itself from responsibility and blame while it allows these guilds to exercise a tyranny in restraint of trade and gives no sign of its disapprobation of such proceedings. The neglect of the authorities to intervene with the object of stopping the boycott can only be viewed as lending it encouragement, and the Japanese Government would, it seems to us, be simply justified in making the prolongation of the boycott the subject of a strong diplomatic protest at Peking. We are not specially concerned for the power at which the boycott is aimed. The weapon the Chinese are using has been directed before against the Americans, and unless the Chinese Government is made to feel its responsibility for the losses that ensue, it may at some future time be levelled against the trade of other Powers. The Chinese Government has the power to end the boycott, and its neglect to do so can only be regarded in diplomatic parlance, as a distinctly unfriendly act.

Lieut.-Col. H. D. Staigle, Army Accounts Department, has been appointed Chief Paymaster at Hongkong, and embarks about September 15th.

As the result of a landslide at Yau-mai-on Wednesday afternoon a coolie was entombed and was so severely crushed that he died shortly after he had been extricated.

The Chinese Government has decided to establish an Imperial University in the Capital at a cost of two million taels and to provide an annual appropriation of 200,000 taels for maintenance. A deputation has been sent to Japan to study the Japanese university system.

The cruiser *Crescent*, Captain C. F. Henderson, was to leave Portsmouth on August 6th for the Far East with relief crews for the vessels recommissioning at Hongkong and Shanghai for further service on the China Station. New ships' companies for *Crescent* and the *Cadmus* are coming out in the *Crescent*.

"Death was due to injuries received by falling into the dry dock." Such was the verdict returned by a jury who sat at the Magistrate's yesterday to inquire into the circumstances attending the death of an Indian watchman who was found dead in a dry dock at Quarry Bay. Mr. Kemp, sitting as coroner, conducted the inquiry.

A burglary at the "Lucas Scientific Diamond Palace" in Queen's Road Central was reported to the police yesterday. The thieves had evidently effected an entrance through a broken skylight above the back door and collected undisturbed a fairly large booty. It included some of the most valuable articles in stock, artificial diamonds set in gold, etc., and though the amount stolen has not yet been calculated it is tolerably certain to reach close upon four figures. No clue has been obtained whereby the thieves can be traced.

It is reported that the Chinese captain of the sailing ship concerned in the recent gun-running incident at Amoy has been sentenced to imprisonment for life. The rifle and ammunition seized have been confiscated.

The police raided a house at 27 Elgin Street on Wednesday and arrested eight gamblers. The latter resisted arrest and a lunkong had a narrow escape from being thrown over the verandah. The defendants were each fined \$5.

Another instance of the "tricks that a vain" was given at the Magistrate's yesterday when a Chinaman employed at the Naval Yard was brought before Mr. Wood on a charge of stealing rivet heads. As is known, the employees are searched on leaving the works, and the defendant knowing this had put almost a pound of these heads in his month. However, the trick was discovered. He pleaded guilty and was sentenced to one month's imprisonment.

The story of a goat and a P.W.D. coolie was told at the Police Court yesterday. The coolie was engaged repairing the wires on the Shan-kiwan Road and near where he was working a number of goats were grazing. One of the animals evidently thought the coolie's movements boded ill to it, and taking advantage of the man's head being lowered, it rushed at him and butted him so severely on the head that he was sent rolling into the road. When picked up it was found that his injuries necessitated his removal to the hospital whither he was accordingly conveyed.

Sir John Murray, who is on his way to visit Christmas Island, in the Indian Ocean, will, the London correspondent of the *Scotsman* says, be joined there by Dr. G. W. Andrews, of the Geological Department of the British Museum. Dr. Andrews, it may be remembered, visited Christmas Island ten years ago, and at the instance of Sir John Murray he stayed on the place for over a year for the purpose of making an exhaustive exploration of the fauna and flora of an oceanic island not up to that time inhabited by man. Since then Christmas Island has been opened up by the working of its guano deposits and there is now a population, chiefly Chinese coolies, of about 1,000 persons. Paths have been cut through the island, which is estimated to cover fifty square miles. Sir John Murray, who is the author of numerous papers on subjects connected with geography, oceanography, marine biology, and limnology, has recently been making a short stay in Hongkong.

## THE HONGKONG "OPIUM DENS."

STATEMENT IN PARLIAMENT.  
In the House of Commons on the 25th ult.:  
COLONEL SEELY, Under Secretary of State for the Colonies, replying to Mr. Lyttleton, said with reference to the complaint that the Government had taken action with regard to the closing of the opium dens without consulting the authorities at Hongkong, although they did their best to ascertain the views of the people, it was quite impossible to get anything like a reasoned opinion from the inhabitants of Hongkong. He reiterated what he had said in a previous discussion, that it was the policy of the Government to close the opium dens in Hongkong. That remained the policy of the Government, and as regarded that policy itself the right hon. gentleman would forgive him if he quoted words of his. The right hon. gentleman said on a former occasion, "I congratulate the Government and the Under-Secretary on having taken steps which are entirely reasonable in the circumstances." (Hear, hear.)

Mr. LYTTLETON.—I agreed with that policy. But what I said was that every person of sense presumed that the ordinary steps had been taken that would make the policy palatable.

COLONEL SEELY said the ordinary steps could not be taken for reasons that he had given. The ordinary steps were now being taken, and the Government would act throughout on the advice they had recently obtained, and would obtain, from the Governor. He believed he would be able to satisfy the House that the best public opinion in Hongkong, and the opinion of the Governor himself, coincided with the policy of the Government as to the measures they proposed to take.

## SWISS GIRL TO SWIM THE CHANNEL.

Mlle. Martine Reber, aged twenty, of Neuchâtel, who holds all the Swiss records in swimming both for long distance and speed intends to make an attempt to swim across the Channel this summer.  
Last year with her elder sister Cecile she created a sensation in Paris by "swimming" through Paris in the amateur race organized by the "Sports" journal, and finishing ahead of a number of the best male swimmers.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 27th at 11.55 a.m.—The typhoon which was situated to the E. of Shanghai yesterday, has recurred to the N.E. and is now over Korea.  
The barometer has risen considerably to moderately at all stations, except at those on the N.E. coast of China and in Japan.  
Pressure is still high over the Pacific to the E. of Japan. It is low apparently, to the Southward of the Bonin Islands.  
Moderate N.E. and E. winds may be expected in the Formosa Channel and along the Northern shores of the China Sea.  
Hongkong rainfall for the 24 hours ending 10.10 a.m. to-day, 0.10 inches.  
The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood. E. winds, moderate; shower.  
Formosa Channel. N.E. winds, moderate.  
South coast of China between Formosa and Lannock. Same as No. 1.  
South coast of China between Hongkong and Hainan. Same as No. 1.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## OBITUARY.

LONDON, August 25th.  
The death is announced of Sir Eyre Massey Shaw, K.C.B., who was formerly Chief Constable and Chief of the Fire Brigade, Belfast, and subsequently, for thirty years, Chief of the Metropolitan Fire Brigade, London.

Sir George Barclay Bruce, the well-known engineer, is also dead. Sir George began his career as a civil engineer under Robert Stephenson and at one time occupied the position of Chief Engineer of the Madras Railway.

## JAPANESE IMMIGRATION INTO AMERICA.

AN OFFICIAL CONTRADICTION.

TOKYO, August 27th.  
The Japanese Government has authorised a denial of the statement telegraphed through Reuter's Agency that Japan has practically refused to assent to the American proposals to negotiate a new Immigration Treaty. The statement is officially declared to be without foundation.

## THE AMERICAN FLEET AT SYDNEY.

LONDON, August 25th.  
At Sydney, a review of 13,000 Commonwealth military and naval forces, together with detachments from the British and American warships in the harbour, has been held in the Centennial Park in honour of the visit of the American fleet, and in the presence of H. E. the Rt. Hon. Lord Northcote, Governor-General of Australia, and Admiral Sperry commanding the J. S. battleship fleet.

## LOCAL SPORT.

LAWN BOWLS.  
An interesting match, the result of a challenge between members of the Civil Service Club and the Police Recreation Club (bearing the regular Club Skips), was decided on the Civil Service's ground on Wednesday evening. The C. S. C. Club were represented by C. Bond (skip), A. M. Thornhill, A. Blower and P. R. Adams and the Police by W. Withers (skip), F. McHardy, J. Watt and G. Ogg. The C. S. C. Club men started off with heads of 3-5-4, and were leading on the seventh hole by 22 to 0 and went on improving matters until the final saw them out easy winners after playing fifteen holes by a remarkable win of 80 points to three.

## IMPORTANT NAVAL APPOINTMENTS.

The following appointments have been decided on, and will take effect soon: Rear-Admiral Sir Henry B. Jackson, now Controller of the Navy, will go aloft in command of the Third (Mediterranean) Cruiser Squadron; Rear-Admiral W. Fisher will hoist his flag as second in command of the Atlantic Fleet; Rear-Admiral Sir John A. Jellicoe, who is now Rear-Admiral in the Atlantic Fleet, will succeed Sir Henry Jackson as Lord of the Admiralty and Controller of the Navy; Captain Ernest C. T. Troubridge will become Private Secretary to the First Lord of the Admiralty; he is at present Chief of the Staff to Sir Charles Drury in the Mediterranean.

Before long officers will have to be appointed to replace Admiral Sir Gerard Noel as Commander-in-Chief at the Nile, Admiral Sir Charles Drury as Commander-in-Chief in the Mediterranean, and Vice-Admiral the Hon. Sir A. C. Onslow-Howe as Commander-in-Chief of the Atlantic Fleet. Rumour has been busy with these appointments, and definite statements have been confidently put forward. But no decision has as yet been come to with regard to them and the matter remains very uncertain.

## THE FLYING OF THE UNION JACK.

Earl Howe in the House of Lords asked his Majesty's Government, "with a view to removing any possible doubt that may exist on the subject, whether it is a fact that the full Union Jack may be flown on land by every citizen in the Empire as well as on Government offices and public buildings."  
The Earl of Crewe said many of them knew that there had existed in the public mind a curious notion as to what flag might be and what flag might not be flown. At one time it seemed to be believed that the Royal Standard could be flown anywhere and by anybody. That, however, was not the case. The Royal Standard was the personal flag of the Sovereign and could not properly be flown without his Majesty's permission, which was only granted when either the King or Queen was present. That state of things did not apply to the Union Jack. The Union Jack should be regarded as the national flag, and it undoubtedly might be flown on land by all his Majesty's subjects.  
The Earl of Meath said he was much obliged to his Majesty's Government for clearing up this matter, on which there had been a little doubt. Some instances were known in this country where the Union Jack had been pulled down by the police.

## SUPREME COURT.

Thursday, August 27th.

IN ADMIRALTY JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (Chief Justice), WITH COMMANDER E. M. PENFOLD, R.N., AND CAPTAIN ROBINSON (NAUTICAL ASSESOR).

## INTERESTING SALVAGE CLAIM.

Chun Tak Loong and Co. sued Messrs. Butterfield and Swire and the China Navigation Co. Ltd., their claim being for \$10,833 held by defendants as payment for services rendered in connection with the standing of the s.s. "Akashi Maru."

Mr. M. W. Slade, instructed by Mr. J. Scott Harrison (of Messrs. Ewens and Hargton) appeared for the plaintiff, the defendants being represented by Sir Henry Berkeley, K.C., instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master).

It was mentioned in the statement of claim that the plaintiffs were merchants carrying on business at 23, Des Vaux Road, Yee, and the defendants, Messrs. Butterfield and Swire, were the agents in Hongkong, for the defendant Company. The "Akashi Maru" left Amoy on a voyage to Hongkong having on board, stored in the treasure room, treasure in the form of coins to the value of \$28,050 consigned to the plaintiffs, together with treasure to the value of \$8,141.12 consigned to other persons, ten bags of mails and other packages, the contents of which were unknown to the plaintiffs. At 8.25 a.m. on September 30th, 1906, the ship struck the outer part of the North Morpore Shoal, and remained fast. At that time the wind was from the north east, and blowing with about force five. There was a heavy swell on the port beam of the "Akashi Maru," and the tide was about high water. Shortly after striking, signals for assistance were made to the s.s. "Yochow," belonging to the defendants, the China Navigation Co. Ltd., which was close by on a voyage from Amoy to Hongkong. The lifeboats of the "Akashi Maru" were launched and 32 stowage and seven first-class passengers and the captain, officers and crew of the "Akashi Maru," 129 in number, were safely carried to the "Yochow."

The lifeboats were manned by the crew of the "Akashi Maru," and assisted during one or more trips by an officer and some of the men on the "Yochow." On her seventh and last trip the "Akashi Maru's" lifeboat safely carried to the "Yochow" the captain and officers and the contents of the treasure room of the "Akashi Maru," all with the exception of one bag of mails which was lost on being lowered into the lifeboat. The "Yochow" proceeded on her voyage to Hongkong, and the nine bags of mails from the "Akashi Maru" were delivered to the Post Office, and six boxes and ten packages and one brown paper parcel were delivered to Butterfield & Swire. The plaintiffs shortly afterwards found that one box of silver coins containing \$4,384 had not been received by the defendants, Butterfield and Swire, making the value of the treasure which came into the possession of the defendants \$28,807.12, of which \$21,666 was the property of the plaintiffs. The defendants, Butterfield and Swire, at some date unknown to the plaintiffs, delivered to the Chinese Imperial Maritime Customs the value of \$24,112, part of the treasure received from the "Akashi Maru," leaving treasure to the value of \$29,566 in their hands; and the defendants claimed to be entitled to retain one half of this amount, namely, \$14,783 as remuneration for the salvage services rendered. On the 12th December, 1906, the defendants delivered to the respective owners one half of the treasure held by them, leaving in their hands treasure to the value of \$14,783 of which treasure to the value of \$10,833 belonged to the plaintiffs. The plaintiffs claimed (1) That the award due to the defendant company for salvage services rendered to the plaintiffs in saving the plaintiffs said treasure be assessed by this honourable Court; (2) That the defendants be ordered to deliver to the plaintiffs the \$10,833 in their possession, less such sum as may be awarded for salvage services in respect thereof; (3) Or that in lieu thereof the defendants do pay to the plaintiffs as damages the sum of \$10,833 less such sum as may be awarded as aforesaid; (4) \$1,000 damages for the wrongful detention of the said \$10,833.

In the statement of defence the defendants Messrs. Butterfield and Swire, said they had no interest whatsoever in the subject matter of this action. In all matters and things connected with the claim they had acted merely as the agents of the defendants, the China Navigation Co. Ltd., and in no other capacity. The China Navigation Co. say that on the voyage of the "Akashi Maru," and at the time of the salvage services, the "Akashi Maru" was carrying a large number of passengers, and also treasure belonging to the plaintiffs and others, and that the passengers and treasure were saved from loss solely by the exertions of those on board the "Yochow." The wind was blowing with a force of six and upwards, and while the "Akashi Maru" was in danger of being completely lost, together with all those on board, the salvage services were rendered. It being observed by those on the "Yochow" that those on the "Akashi Maru" were leaning life-boat, those on the "Yochow" waited until such boats, rowing with the wind and tide, ran alongside, and then all the occupants of such boats, consisting of certain of the passengers, a certain of the crew of the "Akashi Maru," were safely hauled up on to the "Yochow." The second journey to the "Akashi Maru" was even more difficult and dangerous than the first, by reason of the force of the wind and sea. The number of persons rescued from the "Akashi Maru" was 133 in addition to the captain, officers and crew. During the second journey of the said life-boat, a large craft, manned by Chinese, attempted to

intercept the course of the life-boat and prevent her from reaching the "Akashi Maru," and such craft only desisted from the attempt because it was fired upon by those aboard the "Yochow." The China Navigation Co. say that the total amount of treasure which came into their hands amounted to \$3,833.88 Hongkong currency, of which \$21,449.34 and no more was claimed by plaintiffs as their property. The China Navigation Co. thought they had a lien on the sum claimed by the plaintiffs and that they were entitled to retain such sum as a reasonable reward for the salvage services rendered. The defendants, the China Navigation Co., by way of alternative defence to the whole action brought into Court the sum of \$2,144.93, and said that sum was sufficient to satisfy the plaintiffs' claim.

Mr. Slade said this action came before the Court in a somewhat unusual manner. It was an action to assess salvage services, brought, not by the salvor, but by the owner of the property which was salvaged. The defendants had adopted a decidedly unusual course of practice by taking the law into their own hands and assessing the value of their services at half the value of the treasure salvaged and keeping it, instead of doing what is usually done, applying to the Court to assess the value of their services and to fix the award to which they were entitled. When allegations of fact in the pleadings did not differ materially, except in the degree of violence and the amount of danger which was met with by the salvors. It was a matter of common experience to the Court that salvors always thought they had done most remarkably well, even when they had done only well, and the fact that possibly the reward would be enhanced by the weather being made to appear worse than it perhaps was, sometimes tended to make them think it was very bad when it was only bad. In this case they were dependent to a large extent on the logs of the "Yochow." The logs were written approximately at the time of the occurrence of the events, and they were perfectly content to take the allegations in those logs which, he thought, would be found to differ very widely from the allegations of witnesses who would now speak of their recollections of weather nearly two years ago. His Lordship would see from the statement of claim that they did not seek in any way to minimise the services rendered. There was a heavy swell and a moderate breeze, and there undoubtedly was considerable merit in the action of the crew of the lifeboat who rowed off to this ship as she lay upon the reef and rescued people from her. They had a very hard pull against the wind and tide, and necessarily when laying alongside the ship they had to be careful that they were not thrown against the side and the boat stove in. He did not wish to minimise the value of the crew's services, but a claim of \$14,000 for rowing a quarter of a mile in a lifeboat which did not belong to them was rather a stiff charge. The time occupied from the striking of the "Akashi Maru" until the "Yochow" had got her anchor up and was away on her voyage was only about seven hours. The ship herself, his Lordship would be satisfied, was never in the slightest danger. She had any amount of room, came round in a wide circle with her bow behind, and had her head to the wind and sea under the lee of this shoal, where she anchored. Counsel submitted that all the risk run in this matter was run by the men who rowed off in the boat. They were the only people who did anything very material or very meritorious, and he did not wish to deery their merit in the slightest degree. The total amount of the treasure salvaged was \$24,938.86 and out of that the plaintiffs owned \$21,449.34, leaving \$3,489.53 belonging to other people. From the beginning the defendants had claimed to be entitled to have the total amount salvaged, that was to say \$14,918.93. Taking \$350 as a fair day's pay, it worked out that they were demanding six weeks pay for seven hours work, rather a handsome scale of remuneration. In the early part of December, 1906, the defendants returned the whole of the treasure to the various owners on receiving a deposit of fifty per cent. of the value. Salvage rewards ought to be liberal so as to encourage people to render salvage services, and he would ask his Lordship to render a liberal sum in this instance, making the amount in some sort of proportion to the services rendered. A salvage service was a signal service, and was not estimated by so much for this and that except under very extraordinary and exceptional circumstances. He did not see on what possible principle of justice the defendants could be entitled to hang on to the money in the way they had, neither did he see how they should gain any advantage from it.

His Lordship.—What proportion of salvage generally goes to the owners?  
Mr. Slade.—It depends entirely upon the circumstances of the case. There is no fixed proportion at all. What goes to the owners is always in proportion to the risk the owners have run.

Evidence was called, and the case adjourned.

## CHOLERA ON THE "ARRATON APCAR."

From the Japan papers which arrived by yesterday's mail, we learn that three cases of cholera were discovered on board the *Arraton Aparon* on the 17th inst, when she arrived off the Yokohama breakwater, the victims being a Chinese and two Indian passengers. The steamer, together with her passengers, was at once taken to the Nagasaki Quarantine Station for disinfection and detention there for five days. One of the Indian patients succumbed to the malady during the day.

A telegram to the *N.C. Daily News*, dated the 23rd inst., states that the outbreak originated among the Larsoos and spread from them among the passengers and crew. The vessel has been detained for five days, dating from the 22nd, for renewed disinfection.







## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not enclosed for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

**DIOCESAN SCHOOL & ORPHANAGE.**

**SCHOOL DUTIES** will be resumed on TUESDAY, 1st September.

For Terms for Boarders or Day Scholars, apply to—

**THE HEAD MASTER.**  
Hongkong, 28th August, 1908. 1234

## NOTICE

**ALL PARTIES** having PAYMENTS to make to, or CLAIMS against the Estate of **M. JOH. THYEN**, deceased, late of Hankow, are requested to send full Particulars to the undersigned, not later than SUNDAY, 29th September a.e.

**H. LINDMEYER,**  
Executor.  
Hankow, 20th August, 1908. 1235

## TYPHOONS.

**INSURANCE** Against LOSS or DAMAGE to Buildings, Contents of Godowns, Stores or Dwelling Houses in Hongkong and China.

For Particulars apply to—

**W. H. TRENCHARD DAVIS.**  
HOTEL MANSIONS.  
Hongkong, 28th August, 1908. 1236

**BUY CLERK WANTED**  
FOR SERVICE IN  
HIS MAJESTY'S NAVAL YARD, HONGKONG.

**A COMPETITIVE EXAMINATION** of CANDIDATES for the above appointment will be held in the CHAPLAIN'S ROOM, H.M. NAVAL YARD, on MONDAY, September 7th, 1908, commencing at 10 A.M. Candidates must be not less than 18, nor more than 17 years of age on the day of the examination.

Applications should be lodged not later than noon, FRIDAY, SEPTEMBER 4th, with the DEPUTY CHAPLAIN STENOGRAPHER, H.M. NAVAL YARD, and should be returned not later than NOON on the 4th SEPTEMBER 1908.

The highest or any tender is not necessarily accepted.

**H. RISSLAND,**  
Naval Store Officer.  
Hongkong, 27th August, 1908. 1237

**TENDERS** are invited for the PURCHASE of SUPPLIES STOCK of TUBES BRASS solid drawn for surface condensers, external diameter 48 W.D.J. now lying at H.M. NAVAL YARD, Hongkong. The quantities are approximately as follows:

UNFINISHED 13' long, 3,700 No. 1 Say  
FINISHED 13' long, 475 No. 1 Say  
TINNED 2' 0" to 2' 5" long 365 No. say 850 ft.

The above Tubes are sold without any guarantee given or implied as to the pressure at which they can be safely used. They can be inspected by prospective purchasers at any time during ordinary working hours of the Yard. Tenders must be made for the whole or any portion of the quantities shown above.

Form of Tender can be obtained on application to the Naval Store Officer, H.M. Naval Yard, and should be returned not later than NOON on the 4th SEPTEMBER 1908.

The highest or any tender is not necessarily accepted.

**H. RISSLAND,**  
Naval Store Officer.  
Hongkong, 27th August, 1908. 1237

**FOR SALE AT THE BEGINNING OF 1909.**

**A COMPLETE PLANT** of SUGAR MACHINERY capable of dealing with 2,000 Cane tons per hour, comprising:

1. Three Roller Mill 36" by 72" with Hydraulics on back roll and having Cane and Messes Carriers complete.
1. Horizontal Single Cylinder Engine 48" by 28" and Cast Steel Gearing.
1. Triple Effect of 2,500 square feet heating surface with Vacuum Pump equal to double the requirements to take a Vacuum Pan, if necessary.
1. Juice Heater of 800 square feet heating surface.
8. Condensers of 600 Gallons each on platform supported by C.I. Columns.
4. Filter Presses 25 inches square with 31 Chambers each.
2. Eliminators with Copper Coils &c.

The above as supplied by Messrs. McOane Harvey (The Harvey Engineering Co.) Glasgow in 1901.

1. Oil Jacketed Open Boiling Pans (Millers Patent) for making Muscovado or Concrete Sugar without Molasses residue.
- 2. Stirring boilers working at a pressure of 160 lbs. per square inch, with one circular furnace, and fan for induced draught, heating surface each 3,610 square feet, grate surface 85 square feet.
- 1. Overhead Crane for Mill and Engine equal to a lift of 15 tons.
- 1. Electric Lighting Plant.

Factory Building 105 feet long and 30 feet wide in two spans of steel girder columns with corrugated, galvanized iron roof and eaves.

The Plant works with molasses fuel alone except for raising Steam.

The Factory can be seen at work on Nova Scotia Estate, Parak, Federated Malay States, at any time during the next five months after which time Cane Cultivation is to be stopped as the Estate has been planted throughout with Rubber.

The Removal of the Factory and Machinery can be done by the Sellers who will, if so desired, arrange to supervise re-erection, in which case a guarantee of working will be given.

Apply to—

**THE STRAITS SUGAR CO. LD.,**  
27, Austin Friars,  
London, E.C.

or to—  
**J. H. TURNER,**  
Penang,  
Straits Settlements.  
Hongkong, 27th August, 1908. 1231

## WANTED

**WANTED.**

**A EUROPEAN LADY ASSISTANT** for Shopwork.

Apply personally to—  
**WEISMAN LIMITED,**  
34, Queen's Road, Central.  
Hongkong, 27th August, 1908. 1229

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**PRINTERS' FOREMAN.** Must have a thorough knowledge of English and be able to read proofs accurately and quickly. Good Salary and permanent position to suitable man.

Apply—  
**BUSINESS MANAGER,**  
"Hongkong Daily Press."  
Hongkong, 25th August, 1908. 1222

## INTIMATIONS

**HONGKONG GYMKHANA CLUB.**

**THE FOURTH MEETING** of the Season will be held at Happy Valley, TO-MORROW (SATURDAY), 28th August, 1908, commencing at 4 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey or Gymkhana Club.

Soldiers and Sailors in Uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

Post tickets will be accepted for event No. 5.

**REGINALD F. G. MASTER,**  
Hon. Secy. and Treasurer.  
Hongkong, 26th August, 1908. 1227

## NOTICE OF REMOVAL

**THE** Undersigned beg to notify their Customers and the General Public that they have REMOVED to NO. 7, DES VEXUX ROAD CENTRAL, opposite the P. & O. Co.'s Office.

A new variety of ARTISTIC PICTORIAL POST CARDS, ASIANIC and EUROPEAN POSTAGE STAMPS and all Philatelic Goods are now exhibited at their Show-Room, and a Great Assortment of MATCHES, COARS and CIGARETTES, as well as NOVELS, ALBUMS, &c., &c., are for Sale at moderate prices.

**GRACA & CO.,**  
27, Des Vaux Road,  
Hongkong, 7th August, 1908. 1021

**PRIVATE BOARD AND RESIDENCE**

**MRS. GILLANDERS**

"CLAREMONT,"  
2 & 4, KENNEDY ROAD.  
Hongkong, 9th February, 1907. 1063

## SINGON &amp; CO.

**IRON, STEEL, METAL and HARDWARE MERCHANTS.** Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No 515. 660

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**AMERICAN LEADING**

**W.B. CORSET.**

**GREAT DEMAND FOR LONG WAIST.**

**ERECT FORM AND NUFORM.**

**HOOSAIN-ALI & Co.,**  
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Hongkong, 27th August, 1908. 651

**SANG MOW.**  
RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES and LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

58A, QUEEN'S ROAD CENTRAL, HONGKONG.  
Hongkong, 20th February, 1908. 401

## FOR SALE

**CHINA EXPRESS CO.,**  
3, DUNDRELL STREET.

**FOR SALE** a Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

**GOREZ-ANSCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS.**  
Hongkong, 5th August, 1908. 1080

## FOR SALE

**LOT No. 52, British Concession.** Property for sale of the CANTON CONVEYANCE HOUSE CO. is hereby advertised for Sale until the 10th of September next. Tenders to be sent to the SECRETARY.

**L. ALBERT,**  
Canton, 10th August, 1908. 1170

## FOR SALE

**FINE SITE** on the Bowen Road, Ready for Building at a Cheap Price.

**PERCY SMITH & SETH,**  
Accountants & Auditors, &c.,  
No. 5, Queen's Road Central.  
Hongkong, 16th May, 1908. 853

## STORAGE

**FOR COAL, TIMBER, &c.**

**TO BE LET,** a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT, DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 32 on PRATA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—  
**GEO. FENWICK & Co., Ltd.**  
Hongkong, 8th June, 1908. 104

## PUBLIC COMPANIES

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**THE DIVIDEND** declared for the Half Year ending 30th June, 1908 at the Rate of TWO POUNDS STERLING per Share is Payable on and after MONDAY, the 8th day of August current, at the Office of the Corporation, WHERE SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Court of Directors,  
**J. R. M. SMITH,**  
Chief Manager.  
Hongkong, 22nd August, 1908. 1214

**HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.**

## NOTICE TO SHAREHOLDERS.

**THE DIVIDEND** of 8 Per Cent. per Share for the Six Months ending 30th June, 1908, declared at Monday's Ordinary Half-Yearly Meeting, will be payable at the premises of the Hongkong & Shanghai Banking Corporation, on and after TUESDAY, the 25th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,  
**THOS. I. ROSE,**  
Secretary.  
Hongkong, 25th August, 1908. 1219

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the Provisional Certificate No. 437/1902 dated Hongkong 28th November, 1907, for Six Shares of this Bank numbered 63,391 to 63,396 inclusive registered in the name of Miss Zilia DAWSON F.R.H.S. has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August 1908, a New Certificate for the Shares will be issued, and the aforesaid Provisional Certificate No. 437/1902 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
**J. R. M. SMITH,**  
Chief Manager.  
Hongkong, 30th July 1908. 1135

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the Certificate No. N/31,00 dated Shanghai 16th July, 1896 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of CAROL HANBURY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/31,000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
**J. R. M. SMITH,**  
Chief Manager.  
Hongkong, 30th July, 1908. 1136

**GREEN ISLAND CEMENT CO., LTD.**

**AN INTERIM DIVIDEND** of FORTY CENTS per Share for the Six Months ending 30th June, 1908 will be Payable on the 31st August, 1908, on which date Dividend Warrants may be obtained on Application at the Co's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th to the 31st of August, 1908, both days inclusive.

**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 25th August, 1908. 1231

## TO LET

**FROM 1st MAY**

**KOWLOON MARINE LOT 42, Yau-mai, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.**

Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LTD.**  
Hongkong, 18th January, 1908. 221

## TO LET

**DERRINGTON, Peak Road, below L.R.C. Tennis Courts.** From 1st September a.e. The Property is also FOR SALE.

For Particulars apply to—  
**C. SCHROETER,**  
Care of GARRIES, ROBERTS & Co.,  
King's Buildings, 3rd Floor.  
Hongkong, 8th August, 1908. 1164

## TO LET

**A HOUSE** in KNOTSFORD TERRACE KOWLOON.

Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**  
Hongkong, 1st August, 1908. 85

## TO LET

**OFFICES** in ALEXANDRA BUILDINGS.

Apply—  
**SECRETARY,**  
A. S. Watson & Co., Limited.  
Hongkong, 23rd April, 1907. 91

## TO LET

**ONE OFFICE ROOM**, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—  
**SCHULDT & CO.**  
Hongkong, 28th July, 1908. 1013

## TO LET

**4 and 5-ROOMED HOUSES** in Kowloon at Moderate Rentals.

Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LD.**  
Hongkong, 15th August, 1908. 1018

## TO LET

**TO LET.**

**NOS. 15, 17, 19 and 21, SEYMOUR ROAD.**

Apply to—  
**COMPTON'S DEPARTMENT,**  
Nippon Yosen Kaisha,  
Hongkong, 31st July, 1908. 188

## TO LET

**THE ROOMS** on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—  
**YEE SANG FAT & CO**  
Same address,  
Hongkong, 28th January, 1907. 270

## TO LET

**NOS. 1, 2 and 5, ORMSBY TERRACE,** Kowloon, with Ground at rear for Recreation or Garden. Cheap Rental.

Apply to—  
**SPANISH PROCUSSION,**  
2, Seymour Road.  
Hongkong, 28th August, 1908. 1226

## TO LET

**COAL YARD.** From 1st September, 1908. A PORTION of the COMPOUND of Marine Lot, No. 42, Yau-mai, Praya East, facing the Sea, used for Storing Coal, now in possession of Messrs. CHIT CHEONG & Co., Coal Merchants.

Apply to—  
**N. MODY & CO.,**  
54, 56, Queen's Road, Central.  
Hongkong, 23rd July, 1908. 1215

## TO LET, FROM 1st SEPTEMBER.

**AT SHAMEN, CANTON.**

**HOUSE No. 103, (Kwan How Buildings)** at present in the occupation of the I.M. Customs.

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 1st August, 1908. 1110

## TO LET

**NO. 71 and 73, CAINE ROAD.**

Apply to—  
**SAM WANG CO., LTD.,**  
81, Queen's Road Central,  
Hongkong, 25th August, 1908. 190

## TO LET

**FIRST FLOOR** of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by FRED. BORNHANN.

Apply to—  
**DAVID SASSOON & Co. Ltd.,**  
Hongkong, 7th April, 1908. 96

## TO LET

**OFFICES and ROOMS** on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. GERRAN TOMES & Co.)

Apply to—  
**THE COMPTON DEPARTMENT,**  
E. D. SASSOON & CO.,  
Queen's Road Central.  
Hongkong, 10th June, 1908. 947

## TO LET

**GODOWN, No. 54, DUDELL STREET.**

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 1st August, 1908. 823

## TO LET

**OFFICES** in HOTEL MANSIONS. Cheap rental for monthly tenancy.

Apply to—  
**HENRY HUMPHREYS,**  
Alexandra Buildings,  
Hongkong, 13th August, 1908. 785

## TO LET

**"GREENWOOD," CAINE ROAD** suitable for a Boarding house, or Club. Containing 25 Rooms.

2. BEACONSFIELD ARCADE, facing the Parade Ground.

3. M. S. PEAK BUNGALOW, Mount Kallet. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Oldbook MacGregor).

OFFICES in Queen's Road Central.

BELLEROS TERRACE HOUSES, ROBERTSON ROAD.

No. 3, DUDELL STREET Shop.

No. 2, DES VEXUX VILLAS (PRAY).

Apply to—  
**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Buildings,  
Hongkong, 10th August, 1908. 89

## TO LET

**A HOUSE** in WONG NEI CHONG ROAD.

**A HOUSE** in RIPON TERRACE, No. 10, DES VEXUX ROAD CENTRAL, 1st floor.

**"HATHERLEIGH,"** Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUM BUILDINGS and No. 163, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in ROBERTSON TERRACE.

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 3rd August, 1908. 86

## NEW CARTRIDGES.

**BY** Popular English Manufacturers. In all sizes and styles.

**SMOKELESS POWDER and CHILLED SHOT.** From No. 10 to 55SG. at 30, 37 and 45 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

**WM. SCHMIDT & CO.**  
Hongkong, 28th October, 1906. 729

## BANKS

**THE MERCANTILE BANK OF INDIA, LIMITED.**

AUTHORIZED CAPITAL ... £1,500,000  
SUBSCRIBED ... 1,125,000  
PAID-UP ... 662,500  
RESERVE FUND ... 210,000

**BANKERS:**  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits:

For 12 months	4 per cent.
For 6 "	3 1/2 per cent.
For 3 "	3 per cent.

**EVAN ORMISTON,**  
Manager.  
Hongkong, 23rd April, 1908.

**THE YOKOHAMA SPECIE BANK LIMITED.**

CAPITAL PAID-UP ... Yen 24,000,000  
RESERVE FUND ... 15,120,000

**HEAD OFFICE—YOKOHAMA.**

**BRANCHES AND AGENTS:**

Tokyo	Kobe	Osaka
Nagasaki	London	Lyons
New York	San Francisco	Honolulu
Bombay	Shanghai	Hankow
Chaochow	Tientsin	Peking
Newchwang	Daluy	Fort Arthur
Amoy	Lioyang	Mukden
Tientsin	Chang Chun	

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balances.

On fixed deposits for 12 months 5% per annum

" "	6 "	4 1/2 "
" "	3 "	3 1/2 "

**TAKEO TAKAMICHI,**  
Manager.  
Hongkong, 24th March 1908. 524

**NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.**

(NETHERLANDS TRADING SOCIETY).  
ESTABLISHED 1824.

PAID UP CAPITAL Fl. 45,000,000 (£9,750,000)  
RESERVE FUND Fl. 5,752,884.84 (about £479,407)

**HEAD OFFICE: AMSTERDAM.**  
HEAD AGENTS: BATAVIA.

Branches: Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Peking, Medan (Deli), Palembang, Kola-Badia, (Acheen) Bandjermasin.

Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

**LONDON BRANCH:**  
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

Interest Allowed.

On Current Account at the Rate of 2% per annum on the Daily Balances.

On Fixed Deposit: 12 months 4% per annum  
do. 6 do. 3 1/2 do.  
do. 3 do. 3 do.

**C. WOLDREINGH MANAGER.**  
No. 16, Des Vaux Road Central.  
Hongkong, 19th August, 1908. 261

**THE BANK OF TAIWAN, LIMITED.**

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed (paid-up) ... Yen 5,000,000  
Reserve Fund ... Yen 930,000

**HEAD OFFICE: TAIPEH, FORMOSA.**

**BRANCHES AND AGENTS:**

Amoy	Kobe	Tainan
Anping	Nagasaki	Tamui
Foochow	Osaka	Tokio
Keelung	Shanghai	Yokohama
Suifu		

**HONGKONG OFFICE:**  
3, Des Vaux Road.  
Interest allowed on Current Account Deposits received on terms which may be had on application.

**D. TOHDOW, Manager.**  
Hongkong, 8th April, 1907. 788

**DEUTSCH-ASIATISCHE BANK.**

CAPITAL FULLY PAID UP ... Sh. Tael 7,500,000

**HEAD OFFICE—SHANGHAI.**  
BOARD OF DIRECTORS, BERLIN.

**BRANCHES:**  
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinan, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—  
KONIGLICHE SAEHLERBANK (PRUSSISCHE) BERLIN.  
GRESLICH & CO. (GROSSE) BERLIN.  
DAUSCH & BANK S. BRESLENDORF  
BRESLENE HANDELS-GESELLSCHAFT  
BANK LUER HANDEL UND INDUSTRIE  
ROBERT WASSERHAUSEN & CO. MANNHEIM  
M. A. VON ROTHSCHILD & SOHN  
JACOB S. H. EISEN  
NORDDEUTSCHE BANK (HAMBURG, HAMBURG)  
SAZ. OPPENHEIM, JR., & CO. KOLN.  
BAYERISCHE HYPOTHEKEN UND WOIENBANK, MÜNCHEN.

**LONDON BANKERS:**  
Messrs. N. M. ROTHSCHILD & SON.  
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

**DEUTSCHE BANK (BERLIN), LONDON AGENT**  
DIRECTION DES DISCONTES GRESLICH & CO.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

**A. KOHN,**  
Manager.  
Hongkong, 4th December, 1907. 24

**THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000  
RESERVE FUND ... £1,525,000  
TOTAL RESOURCES ... £2,725,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent

for 6 "	3 1/2 "
for 3 "	3 "

**JOHN ARMSTRONG,**  
Manager.  
Hongkong, 14th May, 1908. 115

## BANKS

**HONGKONG SAVINGS BANK.**

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% Per Cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
**J. R. M. SMITH,**  
Chief-Manager.  
Hongkong, 12th January, 1907. 21

**NEDERLANDSCH-INDISCH HANDELSBANK**  
(NETHERLANDS INDIA COMMERCIAL BANK).  
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (21,250,000)  
Subscribed Capital Fl. 10,000,000 (Paid up)  
Reserve Fund Fl. 2,200,517.37 (2193,376)

**HEAD OFFICE: AMSTERDAM.**  
SUB-OFFICE: THE HAGUE.  
HEAD AGENT: BATAVIA.

**BRANCHES** at: Singapore, Sourabaya, Samarang, Indramajoe, Bandong and Weltevreden.

**CORRESPONDENTS** at: Cheribon, Tega, Poelongsan, Macassar, Pontanak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai.

**BANKERS:**  
London: THE WILLIAMS DEANONS BANK, (SWISS BANK) BERLIN.  
Paris: COMPTON NATIONAL D'ESCOMPTE DE PARIS.



## NOTICE TO CONSIGNEES

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risks into the Hongkong and Kowloon Wharf and Godown Company's Godowns and for extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 31st inst., at 4 P.M. will be subject to rent.

No Fire Insurance has been effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 5 P.M., TODAY.

JARDINE, MATHESON &amp; CO., LTD.

Agents.

Hongkong, 25th August, 1908. 1220

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BRASILIA"

Captain Schwinghammer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside Kowloon Wharf.

Optional Cargo will be forwarded unless notice to the contrary be given before TODAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th August, at 3 P.M.

No Fire Insurance has been effected.

HAMMOU-AMERICA LINE, Hongkong Office.

Hongkong, 24th August, 1908. 1217

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"NORE"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed at place alongside Kowloon Wharf and Godown Company's Godowns, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 31st inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 25th August, 1908. 1

NORDDEUTSCHE LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Teas and Valerians, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd September, at 9.30 A.M.

All Claims must be presented before the 5th September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & CO., General Agents.

Hongkong, 26th August, 1908. 5

SIEN TING SURGEON DENTIST.

No. 10, DAUGILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 575

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, & C.

PRIVATE RESIDENTS AT THE OUTPOSTS, A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE REPORT, Subscription paid in advance, \$12 per annum. Postage \$2 to any part of the World.

## HOW I RAN THE MARATHON RACE.

BY PIERRE DORANDO IN THE "DAILY MAIL."

I should like to make it clear that my surname is not Dorando. It is the Italian custom to put the surname first and the baptismal name afterwards, thus according to the English fashion, my name is Dorando Pietri.

But I do not mind the mistake which every one has made, for it is pleasant to have every one call you by your Christian name; it makes me feel that you are all my friends; it makes me feel that I love you all with the warmth of my heart.

I was born not in Capri, as so many writers have said, but in Carpi, which is near Modena.

I am twenty-three years old next October. At home I am a confectioner, and as I have to earn my living, I am very devoted to my trade. When I was quite a boy I always had a feeling that I could run faster than most boys, and later I ran in a lot of club races and won many prizes.

I used to train in my spare time when I had done my work for the day, but I have never dieted myself. My meals in the ordinary were the meals of any other Italian—minestrone, macaroni in various forms, and plenty of fruit.

There are just two things from which I abstain—smoking and spirits. I am not a teetotaler, however, and always with lunch or dinner I drink the good vino di Barolo.

A good meal and a glass of wine before a long run have never harmed me.

DREAM OF A LIFETIME.

When I came to London it was to realise the dream of my life—I wanted to win the Marathon Race. In Italy I reached the summit of my desires when I won the Italian championship for long-distance running. I had run a race almost the same distance as the Marathon. That was in 1906, when I did Rome to Monte Rotondo in two hours forty-two minutes.

So that when my friends cried "Addio, Dorando! Don't come back without the trophy," I swore that I would not. Ah! but I have something far greater than the trophy: it will open their eyes when they see the gold cup, and when I tell of the glorious and beautiful Queen of England.

Well, I came to England, feeling fit and strong, because I had just finished my eighteen months' service in the Army, and that makes a man as hard as the hills.

"I will win the Marathon Race or die," I said to my friends here the night before. In the morning I was up early and had a fine breakfast of fried eggs and coffee. For lunch I had a steak, slightly underdone. I never felt stronger in my life than I did at the start on that glorious day. The sun worried me, I am used to the hot skies in my own country.

I felt there was only one thing I had to do, and that was to beat L. J. Murphy. Every one was talking about L. J. about being certain to win, and so I made it my business to keep near him.

I kept up the same pace through the whole run—about 24 miles an hour, and I neither stopped nor rested.

Of what does one think on such a run? Of nothing except the far-away goal. For the rest, the mind is blank; perhaps it is thought to fit across the mind, but they are wiped out at once by the big outstanding thought of the finish.

Small things are noticed, such as the expression on the face of a woman as she races by, or the cry of a man cheering in an unfamiliar tongue. Once I saw a rabbit scamper across the road.

FOOD BY THE WAY.

For refreshment on the way I took some sweet coffee and sucked a lemon. Later on I had some beef tea. A man offered me a basket of mixed fruit and jelly, and I took a slice of melon.

So the miles passed, and I ran on, cheered by my attendants and by the news that I was running well, and that only Baffeson was leading. Mine I passed with joy thumping at my heart, and then I went a little stronger, for I knew that I was first—first!

Oh! the joy of victory which I thought was to be mine, it was intoxicating. More demonstrations than the best, and the run and the long road was the excitement that threatened to choke my heart. My impressions are necessarily hazy, but one will remain for ever.

I came to the Stadium.

Can you realise what that meant for me? Imagine, under any circumstances, the effect on your mind of 8,000 people or more shouting your name at once, and you a small figure dusty and drenched with sweat, running from Windsor in the heat of the afternoon.

I came into the Stadium, and the shouts met me. It seemed that I could feel the great shout from 8,000 throats striking my ears. The sight of the black mountains of people and the huge oval of the Stadium dazed and stupefied me. They crushed me with their welcome. My nerves gave way.

I was conscious when I fell. The change from the hard road to the soft, loose under track clogged my feet so that I could barely lift them. I knew what I was doing.

DISAPPOINTMENT AND GRATITUDE.

Oh! Why did they help me up? I could have got up if they had let me rest just a little. My strength may have been giving way, but I felt equal to winning the race. I did not ask to be helped. It was not my fault that they caught hold of me.

I thought I had won, and when they told me the bitter truth I broke down. I did not complain; I suppose I wept secretly in my disappointment.

I am still weeping now for the tender sympathy of the British people and the glorious way in which the Queen of England has honoured me.

I cannot write my gratitude, but I feel it, and when I return to Italy I shall tell them how England—the great land of sportsmen—was generous and kind to me.

So I thank all those who have sent me letters and telegrams—I thank them from the bottom of my heart.

So do I thank the unknown lady who took a break from her own yesterday and bride me wear it, and the working man who gave me a shilling because he said he had no more to give me.

I shall wear that shilling always on my watch-chain, so that when I am old, years hence in Italy, I shall remember those days when I ran and lost the Marathon Race.

Messrs. Calbeck, Macgregor & Co. are in-charge of the Hongkong Aquarius Dry Goods. Also manufactured by the well-known Aquarius Company Shanghai—a first class beverage which will doubtless command an extensive sale.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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## COST OF MODERN WARFARE.

A GERMAN ESTIMATE.

On the authority of the well-known General of Infantry, General von Blum, the Magdeburg Zeitung publishes an interesting article on the cost which Germany would incur in her next European war. It would be a mistake, thinks General von Blum, to believe that Germany's next war would be of shorter duration than the struggle of thirty-eight years ago against France. It is quite true that no State, no matter how strong could hold out long under present conditions of warfare, but then it is equally true that no great Power would now engage in war unless her very existence were jeopardised, and in such a war every State would fight till utterly exhausted. A Thirty Years' War or a Seven Years' War would now be impossible, and it is even difficult to say whether a modern great Power could maintain war for one or two years. The campaign of 1866 against Austria was practically settled in seven days. Whilst the French war lasted seven months. As the basis of his calculations, General von Blum takes the war against France, and takes into consideration the development of Germany's strength since 1871. The Franco-German war, he says, may be said to have lasted, for purposes of his calculation, 335 days—that is to say, until the return of the last troops to Germany. The war cost Germany 1,750,000,000 marks, or 5,750,000 marks daily, between August, 1870, and the end of March, 1871. The average strength of the army was 1,340,000 men. It is calculated that at the present time Germany might reckon on a force of 4,750,000 men, but even supposing this figure to be exaggerated there is a certainty that 2,500,000 men would be in the field, and that behind them there would be inexhaustible reserves.

General von Blum, working on this basis and remembering the different purchasing power of money, states that Germany's next war would cost 15,000,000 to 16,000,000 marks monthly, or from 450,000,000 to 480,000,000 marks annually. A year's campaign would therefore mean to Germany the incredible sum of 5,600,000,000 marks. This, as General von Blum points out, is on the basis of only 2,500,000 men in the field, a number which is far behind what would actually be engaged.

These are all direct expenses, but there are indirect expenses as well. The families of reserve soldiers and the Landwehr must be supported during the course of the campaign, the railways, although they would be paid for by the Government, would have to be paid for by the Government, and the cost of the war, compensation would have to be paid for any injury done to private property, and destroyed material would have to be replaced. Finally, there is the terrible burden of pensions. At the conclusion of the French War this last item had the sum of 561,000,000 marks set aside for it—a sum which had sunk in 1903 to only 190,000,000 marks. General von Blum reasons that these indirect expenses would amount to one quarter of the direct cost. Therefore one year's campaign for Germany would cost from 6,750,000,000 to 7,200,000,000 marks. In his calculations he leaves of course out of consideration the injury, which would be done to the industrial life of the entire State, but the extent of this injury may be imagined when it is remembered that in 1870 56 per cent. of Germany's population were engaged in agriculture, whereas only 30 per cent. are now engaged in this pursuit.

Commenting on this article, the Magdeburg Zeitung says that Germany is a peace-loving country, but it attacked her will be to "blood her enemy white." "Leave us in peace is therefore," says the journal, "our last word."

## PRINCE OF WALES MOBBED BY PILGRIMS.

PATHETIC INCIDENT AT THE CANADIAN LOUVER.

A delightful incident full of human interest, marked the Prince of Wales' country excursion to Ste Anne de Beau Pré. Having lunched at the Chateau Bellevue the Prince, Earl Grey, Sir Wilfrid Laurier, and Lord Strathcona, with their suites, returned by motor to Quebec, a distance of thirty miles, and en route paid a visit to the picturesque pilgrimage village of Sainte Anne de Beau Pré, known as the American Lourdes.

Hundreds of pilgrims, many on crutches, and visitors collected at the roadside, and the moment they saw the motorcade approaching, rushed in a solid mass and surrounded the car and cheer. The Prince stood up while men, women, and children caught his hands. His Royal Highness, smiling and evidently greatly gratified, held out both hands and spoke some kindly and sympathetic words.

With great difficulty Earl Grey and Mr. Mathien, director of the Laval University, who was the Prince's host, cleared a space round the car, and his Royal Highness alighted and proceeded to enter the pilgrimage church, the steps of which were crowded with crutches and pilgrims, who again thronged around the Prince and grasped, and in many cases tried to kiss, his hands. Inside the church Mr. Mathien pointed out stacks of crutches, spectacles, and surgical appliances which had been cast off by cured pilgrims.

## ON FASHIONS.

EUSTICIUS IN VOYAGE.

The end of the season has been marked by a demand for rustic fashions. Milkmaid hats, peasant's blouses, and haymaker frocks are being packed away in trunks labelled for the seaside or country.

"The demand for rustic fashions probably owes its origin to the demand for rustic holidays," a West End modiste explained to an newspaper representative.

"The season has been a particularly heavy one, and the spells of tropical weather have knocked up a number of women who usually emerge comparatively fresh from the round of fashion."

"The consequences is that there has been a duty for primitive costume in quiet country places, where a mid-rustic can be enjoyed."

"Rustic places offer for rustic clothes and some quiet, pretty fashions have been created."

"Rare excursions for trimmings, such as orchid, camellias, roses, and heliotropes, have been replaced in the drapery windows by pipples and corn, oats and marguerites, wild roses, ragged robin, and buttercups."

"The milkmaid hat is made of plaid russet, tied under the chin with soft ribbons and wreathed with wild flowers."

"The peasant's blouse is very artistic. It resembles the blouse worn by little Dutch peasant children, in a lovely shade of burnt orange."

"The haymaker's frock is a simple print gown, the skirt cut short and full round the hips. The bodice is made without any lace or embroidery, and is cut with short sleeves and a turn-down collar."

## INDIGESTION

If you cannot eat you cannot be strong and well. That is self-evident. Therefore it is unwise to neglect the early symptoms of indigestion. You must suffer if you do. That slight oppression after meals will turn to acute pain; that dull, heavy feeling over your eyes become the daily headache. Take Mother Seigel's Syrup—Take it now and avoid risks—it is the supreme cure for indigestion, because it ensures perfect action of the digestive organs.

## WIND, STOMACH PAINS, HEADACHE ARE ALL CURED BY

"I suffered dreadfully from dyspepsia. Food caused dreadful pains, and I could keep nothing on my stomach. Headaches and indigestion were daily occurrences, and I began to suffer from palpitation. But Mother Seigel's Syrup soon put me on the road to cure, and now I am quite well."

From Mrs. Gossard, 15, Charlton Road, Plaistow, London, E., U.K.

## MOTHER SEIGEL'S SYRUP

Mother Seigel's Syrup is now also prepared in Tablet form, under the name of Mother Seigel's Syrup Tablets. Price, 2/6 per bottle.

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## UNEMPLOYMENT IN ENGLAND.

"NOT AN ORDINARY DEPRESSION."

A correspondent in the Times writes:—

When going to have a very bad winter, and those whom it concerns will do well to take thought for it beforehand. Everyone knows that the prospect of this is over and depression has set in; it is shown by the returns of trade, of pauperism, and of unemployment. But general evidence of this kind only produces a vague impression; it does not reveal the exceptional prospect before us. To realise that one must have spent much time during last winter and spring in all the largest seats of industry in England, and a conviction gradually formed in my mind from accumulated evidence that we are going to have a very bad time indeed. It impresses one to see, one after another, vast and magnificent workshops completely equipped with the most modern and perfect appliances—a desert. And that is literally true to-day.

This is not an ordinary depression due only to the universal sea-saw of trade. It is greatly aggravated by the result of national economies and the slackening of Government orders. Further, the standing residuum of unemployment, which steadily increases, not from year to year, but from period to period, is perceptibly swollen by the reduction of Government establishments and the discharge of men, both working men and soldiers. Then there is a special cause in one large district. The engineers in the north-eastern shops have been away from work for several months, and are evidently going to stop away till their funds are exhausted, when that happens they will find little work to go back to, and will join the labourers automatically thrown out of work as paupers.

I draw two conclusions from these and other signs, a direct and indirect one.

The first is that unemployment will be very widespread and distress acute. All the agencies, official and voluntary, which will have to deal with it should mature their plans beforehand. If I am wrong, no harm will be done and they will be ready for the following winter.

The second is that the policy of tariff reform will receive a great stimulus. It is certainly coming, and it may come with a rush, which will take its advocates by surprise. Let me respectfully offer them two pieces of advice. One is not to promise too much, not to treat working men like children who must be coaxed with sugar-plums (that should be left to the Socialists), but to address them as self-respecting men, appeal to their manhood and tell them the truth, that tariff reform, as from the economic point of view, is a disagreeable necessity forced upon us by the action of other countries, and that it will cost us something, but that we shall get our money's worth in other ways. The second piece of advice is to beguile their plans ready in detail, to have their schedules of rates at least in a state of preparation. Perhaps they are so already, and I am doing them no injustice.

Let me add that I speak merely as an observer and that I sincerely hope this will not happen. I hope the present Government will remain for at least two years longer; but I see them being driven upon a tremendous rock in mid stream, which bears the name of "Unemployment," and from the paddles they are using and from the way they are using them I gather that they do not even see it.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. 28

Hongkong, 13th August 1906

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BEUTLER, BROCKELMANN & CO. 114

Hongkong, 31st April, 1897.

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BEUTLER, BROCKELMANN & CO. 114



## SHIPPING.

**ARRIVALS.**  
**ARANA**, British str., 2,578, A. Bowdler, 28th Aug.—New York 28th June, Petroleum—Standard Oil Co.  
**DEKON**, British str., 1,392, Gny, 27th August—Yokohama 20th Aug.—Gibb, Livingston & Co.  
**CHONGSHING**, British str., 1,256, V. McC. Liddell, 27th August—Tientsin via Ports 19th August, General—Jardine, Matheson & Co.  
**EMPEROR OF JAPAN**, British str., 5,940, E. Robinson, R.N.R., 27th August—Vancouver Aug. 6th and Shanghai 24th, Mails and General—Canadian Pacific Railway Co.  
**HONGKONG**, British str., 1,359, Jos. M. Hay, 27th August—Sourabaya 12th August, Sugar—Jardine, Matheson & Co.  
**JOHN HARDIE**, British str., 2,816, McMillan, 26th August—New York 19th June, Kerosine Oil—Standard Oil Co.  
**MERCO**, Chinese str., 27th August—Canton.  
**SUNGIANG**, British str., 267, G. H. Penna, 27th August—Hilo 23rd August, Sugar—Butterfield & Swire.

**CLEARANCES**  
**AT THE HARBOR MASTER'S OFFICE.**  
 27th August.  
**Bengal**, British str., for Singapore  
**Chatham**, British str., for Newcastle  
**Glengyle**, British str., for Amoy  
**Hongkong**, German str., for Taichang  
**Scantley**, British str., for Durban

**DEPARTURES.**  
 27th August.  
**BRASILIA**, British str., for Shanghai  
**CHITURN**, Chinese str., for Canton  
**GLIBERT**, French str., for K. C. Wan  
**HONG**, French str., for K. C. Wan  
**LUPIN**, British str., for Haiphong  
**JOHN HARDIE**, British str., for Canton  
**NOBE**, British str., for Shanghai  
**E. E. FREDRICH**, German str., for Shanghai  
**TAISHAN**, British str., for Saigon

**SHIPPING REPORTS.**  
 The British str. *Chongshing* reports: variable weather lately smooth sea and showery.

**VESSELS IN DOCK.**  
 August 28th.  
**ALLENBY**, British str., for Haiphong  
**ARANA**, British str., for Singapore  
**BRITISH**, British str., for Newcastle  
**CHITURN**, Chinese str., for Canton  
**GLIBERT**, French str., for K. C. Wan  
**HONG**, French str., for K. C. Wan  
**LUPIN**, British str., for Haiphong  
**JOHN HARDIE**, British str., for Canton  
**NOBE**, British str., for Shanghai  
**E. E. FREDRICH**, German str., for Shanghai  
**TAISHAN**, British str., for Saigon

**VESSELS ON THE BERTH**  
**POSTPONEMENT.**  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
**FOR SWATOW, AMOY AND POOCHOW**

**THE Company's Steamship**  
**"HAI TAN"**  
 Captain R. C. O'Brien, will be despatched for the above Ports on MONDAY, the 28th inst., at 2 p.m.  
 A reduction of 20 per cent. on First Class fares to K. C. Wan, September.  
 For Freight or Passage apply to  
**DOUGLAS LARRAIK & CO.,**  
 General Managers.  
 Hongkong, 28th August, 1908. 1225

**FOR SHANGHAI, YOKOHAMA AND KOBE.**

**THE Steamship**  
**"JAPAN"**  
 Captain J. G. O'Brien, will be despatched for the above Ports on MONDAY, the 31st inst., at 4 p.m., instead of as previously advertised.  
 This steamer has superior accommodation for passengers, and is fitted throughout with Electric Light, and carries a fully certified Doctor.  
 For Freight or Passage, apply to  
**DAVID SASSOON & Co., Ltd.,**  
 Agents.  
 Hongkong, 28th August, 1908. 1204

**"SHIRE" LINE OF STEAMERS**  
**LIMITED.**  
**FOR LONDON, HAMBURG AND ANTWERP.**

**THE Steamship**  
**"FLINTSHIRE"**  
 Captain G. C. Cuddy, R.N.R., will be despatched for the above Ports on MONDAY, the 31st inst., at 5 p.m.  
 Surgeon and Stewards carried.  
 For Freight and Passage, apply to  
**SHEWAN, TOMES & Co.,**  
 Agents.  
 Hongkong, 28th August, 1908. 1003

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON**

**THROUGH BILLS OF LADING ISSUED FOR**  
**BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.**

**THE Steamship**  
**"DEHI"**  
 Captain J. D. Andrews, R.N.R., carrying 2,100 tons, will be despatched for the above Ports on SATURDAY, the 5th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's "Mongolia," 10,000 tons, from Colombo passengers' accommodation in this vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for Fremantle Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, to be conveyed from Bombay by the P.M.S. "Egyp" due in London on the 17th October.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
**F. J. ABBOTT,**  
 Acting Superintendent.  
 Hongkong, 24th August, 1908. 1

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## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cuddy, R.N.R.	SHEWAN, TOMES & Co.	On 31st inst., at 5 p.m.
LONDON, HAMBURG & ANTWERP	GLIBERT	Brit. str.	—	T. Darke	McGREGOR BROS. & GOW	On 30th inst.
LONDON, HAMBURG & ANTWERP	DEHI	Brit. str.	—	J. D. Andrews, R.N.R.	F. & O. S. N. Co.	On 5th Sept., at Noon.
LONDON, HAMBURG & ANTWERP	NYANZA	Brit. str.	—	H. S. Bradshaw	F. & O. S. N. Co.	About 9th Sept.
LONDON, HAMBURG & ANTWERP	SPEZIA	Ger. str.	k.w.	Kotze	HAMBURG-AMERICA LINE	About Middle of Sept.
LONDON, HAMBURG & ANTWERP	AMERICA	Ger. str.	k.w.	Deinai	HAMBURG-AMERICA LINE	On 30th September.
LONDON, HAMBURG & ANTWERP	BRASILIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERICA LINE	On 4th October.
LONDON, HAMBURG & ANTWERP	SILBIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERICA LINE	On 18th October.
LONDON, HAMBURG & ANTWERP	YARBA	Fr. str.	—	Seller	MESSAGERIES MARITIMES	On 1st Sept., at 1 p.m.
LONDON, HAMBURG & ANTWERP	SANUKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 2nd Sept., at D'light
LONDON, HAMBURG & ANTWERP	AWA MARU	Jap. str.	—	A. Kishi	NIPPON YUSEN KAISHA	On 16th Sept., D'light
LONDON, HAMBURG & ANTWERP	CHITAY	Ger. str.	k.w.	Feter	MELCHERS & Co.	Middle of September.
LONDON, HAMBURG & ANTWERP	DEUTSCHLAND	Ger. str.	k.w.	G. Meiners	HAMBURG-AMERICA LINE	On 11th Sept.
LONDON, HAMBURG & ANTWERP	INDRAMAYO	Am. str.	—	—	MELCHERS & Co.	On 9th Sept., at Noon.
LONDON, HAMBURG & ANTWERP	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 10th Sept.
LONDON, HAMBURG & ANTWERP	LENNOX	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 11th Sept., at 4 p.m.
LONDON, HAMBURG & ANTWERP	IYO MARU	Jap. str.	—	S. Ishihara	NIPPON YUSEN KAISHA	On 1st Sept., at 4 p.m.
LONDON, HAMBURG & ANTWERP	INVERIC	Brit. str.	—	Boyd	DODWELL & Co., Ltd.	About 20th Sept.
LONDON, HAMBURG & ANTWERP	KAGA MARU	Jap. str.	1 m.	G. S. Lapraik	NIPPON YUSEN KAISHA	On 15th Sept., at 4 p.m.
LONDON, HAMBURG & ANTWERP	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	"BUTTERFIELD & SWIRE"	On 2nd Sept., at 4 p.m.
LONDON, HAMBURG & ANTWERP	YAMATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 4th Sept., at Noon.
LONDON, HAMBURG & ANTWERP	MAJIMA	Ger. str.	—	J. Minssen	MELCHERS & Co.	On 10th Sept., at 5 p.m.
LONDON, HAMBURG & ANTWERP	NIRO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 2nd Oct., at Noon.
LONDON, HAMBURG & ANTWERP	LIVANIA	Rus. str.	—	—	MELCHERS & Co.	On 3rd Sept.
LONDON, HAMBURG & ANTWERP	TRANSQUERRE	Dan. str.	—	—	MELCHERS & Co.	On 15th Sept.
LONDON, HAMBURG & ANTWERP	KAMAKURA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
LONDON, HAMBURG & ANTWERP	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	Quick despatch.
LONDON, HAMBURG & ANTWERP	TIPANAS	Dut. str.	—	Pandir	JAVA-CHINA-JAPAN LINE	On 4th Sept.
LONDON, HAMBURG & ANTWERP	QUESSANT	Fre. str.	—	—	P. Nalin	On 1st Sept., at Noon.
LONDON, HAMBURG & ANTWERP	CHONGSHING	Brit. str.	1 m.	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept., at 4 p.m.
LONDON, HAMBURG & ANTWERP	NANCHANG	Brit. str.	—	Kennie	BUTTERFIELD & SWIRE	To-morrow, at 10 a.m.
LONDON, HAMBURG & ANTWERP	CROCHON MARU	Jap. str.	2 h.	T. Suruga	OSAKA SHOSSEN KAISHA	On 31st inst., at 4 p.m.
LONDON, HAMBURG & ANTWERP	JAPAN	Brit. str.	—	J. G. O'Brien	DAVID SASSOON & Co., Ltd.	On 31st inst., at p.m.
LONDON, HAMBURG & ANTWERP	ERNEST SIMONS	Fre. str.	—	Girard	MESSAGERIES MARITIMES	On 2nd Sept., at Noon.
LONDON, HAMBURG & ANTWERP	DEVANHA	Brit. str.	—	H. G. Walker	JARDINE, MATHESON & Co., Ltd.	About 3rd Sept.
LONDON, HAMBURG & ANTWERP	TOPONI MARU	Jap. str.	—	T. H. Hida, R.N.R.	NIPPON YUSEN KAISHA	On 9th Sept.
LONDON, HAMBURG & ANTWERP	LUYOW	Ger. str.	—	M. Winkler	MELCHERS & Co.	About 9th Sept.
LONDON, HAMBURG & ANTWERP	SILBIA	Ger. str.	—	G. Dewers	HAMBURG-AMERICA LINE	On 10th September.
LONDON, HAMBURG & ANTWERP	NAMRANG	Brit. str.	1 m.	Belfair	JARDINE, MATHESON & Co., Ltd.	On 8th Sept., at Noon.
LONDON, HAMBURG & ANTWERP	PERIA	Brit. str.	—	M. B. Lake	P. & O. S. N. Co.	About 12th Sept.
LONDON, HAMBURG & ANTWERP	SAMBIA	Ger. str.	k.w.	W. W. Cooke, R.N.R.	HAMBURG-AMERICA LINE	On 16th Sept.
LONDON, HAMBURG & ANTWERP	TRIMAH	Dut. str.	—	Müller	JAVA-CHINA-JAPAN LINE	Quick despatch.
LONDON, HAMBURG & ANTWERP	SHOSHU MARU	Jap. str.	1 m.	de Brouwers	OSAKA SHOSSEN KAISHA	On 2nd Sept.
LONDON, HAMBURG & ANTWERP	DAIN MARU	Jap. str.	1 m.	Ijichi	OSAKA SHOSSEN KAISHA	On 30th inst., at 2 p.m.
LONDON, HAMBURG & ANTWERP	YINGCHOW	Brit. str.	—	L. Sakurai	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
LONDON, HAMBURG & ANTWERP	HAITAN	Brit. str.	—	Fraser	DOUGLAS LARRAIK & Co.	To-day, at 2 p.m.
LONDON, HAMBURG & ANTWERP	RICHIOW	Brit. str.	—	Roch	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
LONDON, HAMBURG & ANTWERP	REUBEN	Brit. str.	—	G. Hooker	SHEWAN, TOMES & Co.	To-morrow, at Noon.
LONDON, HAMBURG & ANTWERP	REUBEN	Brit. str.	—	E. Almond	BUTTERFIELD & SWIRE	On 2nd Sept., at 4 p.m.
LONDON, HAMBURG & ANTWERP	YUENANG	Brit. str.	1 m.	T. Mayrick	JARDINE, MATHESON & Co., Ltd.	On 8th Sept., at Noon.
LONDON, HAMBURG & ANTWERP	YUENANG	Brit. str.	—	B. Rodger	SHEWAN TOMES & Co.	On 5th Sept., at Noon.
LONDON, HAMBURG & ANTWERP	YUENANG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 1st Sept., at 4 p.m.
LONDON, HAMBURG & ANTWERP	YUENANG	Brit. str.	—	E. Sealhill	MELCHERS & Co.	Beginning of September.
LONDON, HAMBURG & ANTWERP	YUENANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 1st Sept., at 3 p.m.
LONDON, HAMBURG & ANTWERP	YUENANG	Brit. str.	—	—	MELCHERS & Co.	On 2nd Sept.
LONDON, HAMBURG & ANTWERP	YUENANG	Brit. str.	—	J. Han	JARDINE, MATHESON & Co., Ltd.	On 12th Sept., at 3 p.m.
LONDON, HAMBURG & ANTWERP	YUENANG	Brit. str.	—	P. J. van Emmerick	NIPPON YUSEN KAISHA	On 4th Sept.
LONDON, HAMBURG & ANTWERP	YUENANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	"MANILA" Capt. Minssen	Thursday, 10th Sept., at 5 p.m.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semhill	Beginning of September.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER" Capt. G. Meiners	Wed. day, 9th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" Capt. C. Dewers	About Wed. day, 9th September.

**NORDDEUTSCHER LLOYD, MELCHERS & CO. GENERAL AGENTS, HONGKONG & CHINA.**  
 Hongkong, 28th August, 1908.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

**LUXURY—SPEED—PUNCTUALITY.**  
**THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPEROR LINE" Saving 5 to 10 days Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.**

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPEROR OF JAPAN" 6,000	...	SATURDAY, 5th Sept.	26th Sept.
"LENNOX" 3,700	...	FRIDAY, 11th Sept.	10th Oct.
"EMPEROR OF CHINA" 6,000	...	SATURDAY, 26th Sept.	17th Oct.
"MONTEAGLE" 6,168	...	SATURDAY, 3rd Oct.	27th Oct.
"EMPEROR OF INDIA" 6,000	...	SATURDAY, 17th Oct.	7th Nov.
"EMPEROR OF JAPAN" 6,000	...	SATURDAY, 7th Nov.	28th Nov.

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. \* "EMPEROR" Steamers will depart from HONGKONG at 4 p.m. S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,000 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, via Canada, via Canadian Atlantic Ports or New York at \$11.10 Intermediate "Passengers" "240" "242" and Class Railway.

First Class rate to London includes cost of meals and berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

**FOURTEENTH SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.**

**FOURTEENTH SERVICE TO AND FROM JAPAN VIA SHANGHAI.**

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 31st Aug. p.m.
MARSEILLES VIA PORTS	"YARBA" Capt. Seller	On 1st Sept., 1 p.m.
SHANGHAI	"VILLE DE LA CIOTAT" Capt. Barillon	On 14th Sept., p.m.
MARSEILLES, &c.	"AUSTRALIEN" Capt. Veron	On 15th Sept., 1 p.m.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

**P. NALIN, ACTING AGENT, Queen's Building.**

## NORTHERN PACIFIC LINE.

**CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.**

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

**PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA**

**KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND YOKOHAMA.**

Steamers	Tons	Captain	Sailing Date
INVERIC	4,789	Boyd	About 20th September.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**

For further information apply to—







